

Approved For Release 2004/07/07 : CIA-RDP78T04743A000100060009-9

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G-18 - 656/63  
14 October 1963

MEMORANDUM FOR: Chief, Geographic Division, CDR

ATTENTION :

THRU : Chief, RB/RG/CGB

FROM : Chief, CIA/PID (NPIC)

SUBJECT : Road Watch - Yunnan, China

REFERENCE : Requirement No. C-RR3-80,644 (Project No. C 1337-63)

1. In response to Requirement No. C-RR3-80,644 (C 1337-63), a study was made from available aerial photography in order to select an observation point in the vicinity of Meng-la (21 28N-101 35E) from which a road watch of the Meng-la/Phong Saly and Meng-la/Meng-peng roads could be maintained.

2. The recommended observation point is a heavily wooded hill area approximately 2 nm in diameter centered on a point 3 nm WSW of Meng-la and 3 nm SW of the Meng-la military area. From vantage points throughout this area observation can be maintained of: activity in the Meng-la military area; traffic on the new road from Meng-la to Che-li; traffic on the road from Meng-la to Meng-peng; and traffic across the new bridge--spanning the Nan-la Po (river)--on the road from Meng-la to Phong Saly.

No optimum river crossing could be pinpointed so an arbitrary point just south of the confluence of the Mekong and the Nan-la Ho was selected. Once across the Mekong two routes of travel can be taken. One route (the south leg) extends due east (see annotated print #9) along minor stream valleys for 9 nm to a junction with the Nan-la Ho. The other route (the north leg) follows the valley floor of the Nan-la Ho (see annotated print #10). The two legs meet at the former site of the village of Hsin-chai. From this point the route extends SE for approximately 4 nm and then ESE, roughly paralleling the Nan-la Po, for approximately 10 nm and then NE for approximately 3 nm to the observation area.

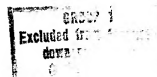
Although the route of ingress and egress and the observation area are located in predominantly heavily forested areas, caution should be constantly exercised due to the presence of scattered cultivated valleys, individual dwellings, and extensive ray agriculture.

3. The following activity was noted within the area of interest:

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- (a) Mang-la Military Area - located immediately NW of Mang-la. This installation contains four barrack area comprising 28 barracks, 3 administration, 21 storage, and 45 support buildings.
- (b) A Probable Military Area - located 4.5 nm SW of Mang-la on the Mang-la to Mang-peng road. It contains 6 possible barracks, entrenchments, and 4 AW positions.
- (c) Mang-sai Military Area - located 9 nm south of Mang-peng at the terminus of the road extending south from Mang-peng. This area is comprised of three installations containing a total of 13 barracks, one administration, and 2 support buildings. The probable administrative area is enclosed by a double trench system with numerous AW positions.
- (d) Mang-peng Military Area - located one nm NE of Mang-peng on a newly constructed section of the Mang-peng to Mang-la road. It contains 9 barracks, one administration, and 3 support buildings.
- (e) Mang-peng Probable Military Area - located within the town of Mang-peng. This installation contains four barracks and two administration buildings.
- (f) A Probable Military Area - located 5 nm NW of Mang-peng. This installation contains 3 barracks and one support building.
- (g) A Probable Military Area - located just SW of the village of Mang-kang and 12 nm NW of Mang-peng. This installation contains 3 barracks and scattered entrenchments.
- (h) Mang-la to Che-li Road - a newly constructed/improved two-lane, graded road. The newly constructed section extends from Mang-la to Mang-lung (approximately 16 nm NW of Mang-la, see annotated map).
- (i) Mang-la to Mang-peng Road - now improved to a two-lane, graded road.
- (j) Mang-la to Phong Saly Road - has been improved to a two-lane, graded road. Several sections have been realigned and a new concrete, deep-type bridge (230 x 25 feet) has been constructed spanning the Ban-la Ho 3nm south of Mang-la.
- (k) Mang-la to Fu-lung Road - a single-lane, unimproved road extends from Mang-la to Fu-lung (16 nm north of Mang-la). The present alignment is depicted on the accompanying annotated map.
4. The reference map (AMS Series L509, Sheet NF 47-12) has been up-dated (see accompanying annotated map enlargement) and depicts new villages, new

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dwellings, reported villages which do not exist or which have been moved, new roads, road realignment, and all military activity.

5. Forwarded for your retention on 10 October 1963 were a total of 9 annotated photographic enlargements (CIA/FID/GMB/P-4117/63 thru P-4119/63, copies 1, 2 and 3) and 3 annotated maps (CIA/FID/GMB/P-4120/63, copies 1, 2 and 3). Forwarded herewith are 30 contact prints including 10 annotated prints (CIA/FID/GMB/P-4136/63 thru P-4145/63, copy 1) and 20 unannotated prints (CIA/FID/GMB/P-4136/63 thru P-4145/63, copies 2 and 3). To be forwarded upon receipt is one annotated map (CIA/FID/GMB/P-4146/63, copies 1, 2 and 3).

6. The photo analysis on this project was performed by [redacted] CIA/FID/GMB (NPIC), who may be contacted on [redacted] for any additional information.

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**ENCLOSURES:**

30 contact prints (CIA/FID/GMB/P-4136/63 thru 4145/63, copies 1, 2 & 3)

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